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ESTABLISHED 1857.

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ITALIAN VERMOUTH
The only Reliable Brand is
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AGENTS—
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No. 14,527 號柒廿自伍千肆萬壹第 日八十月亥年十卷緒光 HONGKONG, WEDNESDAY, OCTOBER 26TH, 1904. 廿拜禮 號陸十式月十年肆零自九行壹英港香 PRICE, \$3 PER MONTH.

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ESTABLISHED A.D. 1841.

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Finest Scotch Whisky
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FOR THE
WHITE HORSE CELLAR
OLD BLEND
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OLD COACHING DAYS
Price Per 1 Doz. Bot. \$14.00
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RONALD RENNIE'S WHISKIES.
Green Seal..... \$12 per doz.
Perfection..... \$14 per doz.
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BARRETT & CO., Agents,
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A MODERN STEAM BAKERY, in
Manila, P.I. well equipped, including
Biscuit Cutting and Stamping Machinery,
Dwelling House, Office, Delivery Carts,
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For full particulars, apply to—
G. C. MOXON,
5, Victoria Buildings, Queen's Road,
Hongkong, 20th October, 1904.

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No. 54, QUEEN'S ROAD CENTRAL.
(Premises Formerly Occupied by Messrs.
C. J. Gaupp & Co.)

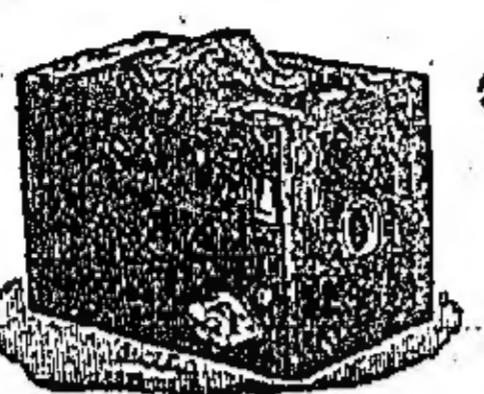
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Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing.—Latest Flannel Suits,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904.

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HOTELS,
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the Club Extract and the Waverley Hotel, have been thoroughly renovated and furnished in excellent style as Private Family Hotels. Cool Rooms, Comfort of Residents, and the Cuisine a specialty.
For terms apply—
B. E. HOWARD,
Manager.

Hongkong, 7th October, 1904.

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PROMPT
RETURN.

UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

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17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee).

Hongkong, 15th August, 1904.

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ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to
SIEMSSSEN & CO., SOLE AGENTS FOR CHINA.

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Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, \$23.50 PER DOZ.
Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY—
THE "PALL MAIL,"
\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

LA TORRE SHERRY,
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNQUELLED AT THE PRICE

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BEWARE OF IMITATIONS.

SOLE AGENTS.

CALDBECK. MACGREGOR & CO.
15, QUEEN'S ROAD.

Hongkong, 26th October, 1904.

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CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

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ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,

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Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Empressland Arcade, Hongkong.

Hongkong, 24th August, 1904.

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

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[a35]

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TONNY & Co., by Jerome K. Jerome ... 1.75

DOUBLE HARNESS, by Anthony Hope ... 1.75

THE RELENTLESS CITY, by E. F. Benson ... 1.75

IN THE RED DAWN, by J. E. Mudlock ... 1.75

THE NIGHT SIDE OF LONDON, by R. Macrae, Illustrated by Tom Browne ... 1.75

THE QUEEN'S ADVOCATE, by A. W. Marchant ... 1.75

ZARETBY, by Jean Rameau ... 2.25

LE PETIT ET L'EMPIRE DE GRANDE-BRETAGNE, ANGLETERRE, EGYPTE, INDE ... 2.25

THE TRUTH ABOUT JAPAN, by T. W. H. Crook ... 0.90

MOROCCO, Painted by A. S. Forrest, Described by S. L. Benson ... 17.00

PRINCIPLES AND PRACTICE OF DOCK ENGINEERING, by Bryson Cunningham ... 25.00

ASSOCIATION FOOTBALL, by J. L. Jones ... 0.80

A CHANNEL PASSAGE AND OTHER POEMS, by A. C. Swinburne ... 5.50

FURTHER INDIA, STORY OF EXPLORATION IN BURMA, MALAYA, SIAM AND INDO-CHINA, by Hugh Clifford ... 5.00

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CRABEN MIXTURE.

CHUMS, CHATTERBOX, SUNDAY, ROSEBUD ANNUAL, &c., &c.

LETTS'S DIARIES 1905.

THE IMPERIAL ANGLO-CHINESE DATE BLOCK 1905 75 cents

[a32]

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A BIG CHOCOLATE DEPARTMENT. THE MOST POPULAR IN TOWN ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST HANDSOMELY-BOXED CHOCOLATES AS WELL AS THE SIMPLEST PURE CHOCOLATES. CHOCOLATES BY THE POUND OR BY THE BOX.

SPECIAL FOR SATURDAY

DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED FRESH FROM CADBURY BROTHERS, \$1.00 PER POUND.

WATKINS LIMITED,

CHEMISTS AND PERFUMERS,

WATKINS BUILDING, HONGKONG.

Telephone 344.

[a37]

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23 and 25, QUEEN'S ROAD.

LETTS'S DIARIES, BLOCK CALENDARS, &c.

CHRISTMAS CARDS FOR HOME MAIL, Great Variety.

GOD'S GOOD MAN, by MARIE CORELLI ... \$1.75

Russo-Japanese War, "Kobe Chronicle"; Part 11 (all the Back Numbers in Stock) ... 0.60

James' Fighting Ships 1904 ... 13.00

The Oracle of Maddux Street ... 1.75

Things Japanese, by Chamberlin ... 0.90

Collins' Gem Pocket Dictionary ... 0.80

Holmes' Tropical Diseases ... 0.90

Holmes' Ship Building, 2 Vols. ... 35.00

Bartholomew's Pocket Atlas ... 1.90

Madame Chrysanthème, by Loti; Illus- trated ... 1.75

Chambers' Mathematical Tables ... 3.50

Darwin's Origin of Species ... 2.10

NAUTICAL ALMANACK 1905.

[a33]

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昌寶

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FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

[a1708]

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MUSIC-DEPARTMENT.

The FINEST ENGLISH and FOREIGN-MADE PIANOS are those of

BROADWOOD & SONS, BRINSMEAD & SONS,

COLLARD & COLLARD, CHALLEN & SONS,

ALLISON & CO., DORNER & SONS and STEINWAY

INTIMATION

**A. S. WATSON & CO.,
LIMITED**

ESTABLISHED A.D. 1841.

We beg to notify our Customers and the Public Generally that we have now REMOVED our Large and Selected Stock of **WINES** and **SPIRITS** in Wood and Bottle to the Cellarage occupying the whole of the Space under **ALEXANDRA BUILDINGS**; and have now the **LARGEST AND BEST STOCKED WINE VAULTS IN THE COLONY.**

We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

**A. S. WATSON & CO.
LIMITED.**

**WINE AND SPIRIT MERCHANTS,
AND AERATED WATER MANU-
FACTURERS, &c., &c.**

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Only communications relating to the news columns should be addressed to The Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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Telegraphic Address: PRESS, Codes: A.B.O. 6th Ed.
Letters
P.O. Box, 33. Telephone No. 12

BIRTHS.
On 8th October, at Chungking, West China, the wife of LEONARD WIGHAM, of a son.
On 11th October, at Tientsin, the wife of C. W. HANNETT, of a daughter.
On 15th October, at Shanghai, the wife of F. C. ARMISTEAD, of a daughter.
On 16th October, at Shanghai, the wife of J. A. CHANDLER, of a son.
On 17th October, at Shanghai, the wife of P. WITKOWSKI, of a son.
On 20th October, at Shanghai, the wife of HARRY WRIGHT, of the Woosung Forts Hotel, of a son.
MARRIAGES.

On 17th October, at Shanghai, THOMAS EDMUND LOWE, of the English Baptist Mission, Shansi, to MARGARET GERTHUADE MORAN.
On 17th October, at Shanghai, CHARLES CHESMAN, of the English Baptist Mission, Shensi, to LOUISA WALSH.

The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD, S.L.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG OCTOBER 26TH, 1904.

The telegram from our London correspondent, which unfortunately arrived too late for publication in yesterday's issue, contains a statement which will make every Englishman's blood boil. It is quite inconceivable that the Russian Baltic Fleet (as some weak-minded and ignorant persons seem to have suggested) could have mistaken British fishing boats for Japanese destroyers unless the commanding officers were so dazed by dread and blinded by cowardice that they feared shadows. To begin with, it is impossible to imagine Japanese destroyers or warships lurking in waters twelve thousand miles from their base, and the plea that these innocent fishing craft could be mistaken for the three-funnelled snaky-looking destroyers is altogether too thin to be accepted by the meanest intelligence. It is not surprising to hear that intense excitement prevails in Great Britain, nor is it astonishing to hear that Lord Lansdowne has addressed "a vigorous protest to Russia," or that the Russian Chargé d'Affaires in London has expressed regret. That is all part of the play. The object of the demonstration was, we think, in all probability to provoke the

British Government to reprisals, in the hope that France would thus be dragged into a war which the Muscovite fully has shown himself so hopelessly incompetent to prosecute successfully alone. The attempt will not succeed, for we have neither a PALMERSTON nor a BEACONSFIELD at the helm, and we are only great at vigorous protests! Time was when reprisals for such an outrage would have followed swift and sharp, and the *pourparlers* might have come later, when the infamy had been suitably punished. Other times, however, other manners. The resources of diplomacy will first be exhausted to extract satisfaction from the offender, and then, having cooled down somewhat, the British Government will have to be satisfied with an expression of regret for a mistake, which could only be supposed to exist in the mind of the Minister charged with its invention.

Whatever the issue of the incident, the lesson to be drawn from it is clear and undeniable. Russia is engaged in a deadly struggle with an antagonist she originally despised, but now finds far too strong for her raw levies and unskilled officers to tackle, and feeling that the loss of prestige involved in confessing defeat and making peace would be too great for her pride to endure, she is very willing to sacrifice her national honour in order by any means to drag into the war her confiding ally. This is not the first effort of the kind made by Russia, and the fact cannot fail to have been observed by the French Government. Indeed it is not too much to believe that the rendition of the *Malacca* was only brought about by the refusal of the French to recognise its legitimacy, as they had evidently refused to be drawn into a conflict in which they had no interest, and an issue the justice of which they could not accept. This later attempt to involve them in a disastrous war should give President LOUBET cause for consideration. France has, it is true, concluded an alliance with Russia for political reasons, foremost of which is the desire to maintain the *status quo* in Europe. But that alliance, valuable as it may have proved—or may be thought to have proved—to France, may be purchased at too dear a cost. A Power like France would naturally be loth to repudiate an alliance when her ally was in rather sore straits; but nothing can justify Russia—not even her semi-barbarism—for using dishonourable devices in order to plunge France in a war which would not only be repugnant to her feelings, but also calculated to lead to widespread disaster. In this case we hold that France would be justified, politically and morally, in terminating an alliance which has always been one-sided and has now become treacherous. If such a step were taken it would, we think, be applauded by at least the greater portion of the world, and we should not be surprised if the British Government, departing from its older policy of isolation, did not volunteer to create a new Anglo-French alliance for the preservation of the peace of Europe, which while threatening no one would be a guarantee against aggressive designs on the part of Russia, and better ensure the object so many great European statesmen have for the past half century laboured to secure.

A sale of work in aid of the C. M. S. Baxter schools will be held in the City Hall next Tuesday afternoon.

The scale of charges arranged for the Chinese Engineering and Mining company's Chinwangtung wharf are advertised to-day.

Orders have been issued from Peking to the various provinces to consider and report on the best way to revive the Chinese navy.

Great complaint is made about the military police in Peking that though they parade the streets at night and blow bugles they never catch any thieves and bad characters.

Mr. J. W. Jameson, the well-known salvage expert, leaves for the north by the N.D.L. s.s. *Prinz Regent Luitpold* to see about salvage prospects in the Gulf of Pechili and at Port Arthur.

An important notice to mariners regarding the removal of the light marking the northern side of the channel through the Bridge Barrier on the Canton river is published in our advertising columns. It is stated that the site formerly marked by the light is now free from dangers.

A petition presented to the Court for confirming a special resolution reducing the capital of the San Hing Steam Boat Co., Ltd., from \$100,000 to \$80,000 is directed to be heard before the Chief Justice on the 1st November, at 11 a.m. Creditors desiring to oppose the making of an order for the reduction of the capital should send particulars of claim to Messrs. Denney and Bowley and appear at the time of hearing, either by himself or his counsel, to oppose.

Zetland Lodge holds its regular meeting at Freemasons' Hall next Tuesday evening, at 8.30 for 9 p.m.

Mr. Sorabjee Dhunjeebhoy Sein, in our advertising columns, thanks the many sympathisers who have expressed condolence at the sad demise of his father, Mr. Dhunjeebhoy Cursetjee Sein, of Bombay.

It is advertised that, for the convenience of gentlemen desirous of joining the Volunteer Reserve Association, lists for signature are deposited at the Hongkong Hotel, Kowloon Hotel, Hongkong Club, Messrs. Kelly and Walsh, Lt. and Messrs. Watson and Co., Kowloon.

The capital for the long talked of Government paper mills is said to be nearly raised, and if the Peking shares are allotted, and if everything else is favourable, some steps will be taken to lay the *Peking Times*, in the 10th moon, if possible.

Two of the leaders of the rioters in Kiangsi who recently stole arms and ammunition from the Imperial troops have been caught, and in their possession were found flags with various inscriptions, among them being "Kill the foreigners and Christians and help China."

The difference between Counts Matsukata and Inouye and Baron Ito has been settled through the good offices of Marquises Ito and Yamagata. The *Nishi Nishi* is now practically the organ of the Mikio Bishi family, which has long dreamed of an Ito-Okuma coalition.

The *Chefoo Daily News* is keeping up its agitation in favour of the establishment of an International Settlement at that port. Petitions in favour of the proposal have already been sent to Peking by the American, British, German, and Italian residents, and it is expected that petitions from other nationalities will follow. The Japanese Consul is stated to be heartily in favour of the movement, and announces that he was among the first of the local Consuls to write to Peking on the subject. The *Chefoo Daily News* says: "Everybody in Chefoo desires the Settlement, and the matter, while moving slowly, is surely coming to an issue. There seems to be no dissension from the opinion that if there is a unanimity of action on the part of the various nationalities residing and doing business in Chefoo, the Settlement may be successfully pulled through."

The first quarterly issue of Rosenstock's Manila City Directory is an ambitious publication which should meet an undoubted want felt not only by those living in the chief city of the Philippines, but also by the outside world which has business interests in Manila. It is an extension of the old Business Directory, and it comprises lists of all American, European, and the principal Filipino and Chinese firms in Manila, together with the names of residents, general information of importance to Americans and foreigners concerning Manila in particular and the Philippines generally, besides a handy street directory. The work of preparing such a compendium of information can scarcely be appreciated by the man-in-the-street; the care and trouble necessary to ensure accuracy combined with comprehensiveness are beyond estimation. But in this Directory every page bears evidence of the energy and "push" which have been expended in compiling it. The very fact that it is to be revised, brought up to date and published, quarterly indicates the scope of the publishers and their efforts are well worthy of recognition by the business community of Manila and by those houses in Shanghai, Hongkong, and Singapore which have dealings with the colony. In a short preface, the publishers set forth their aims, and in a burst of enthusiasm cry to their subscribers, "Let us all pull for Manila, the future trade centre of the Orient," which of course is a very proper sentiment. Altogether the new Directory is a decided advance on its predecessors and should be a guide to many who are spending a pleasant time during the day in roaming from end to end of the island. So far the camping arrangements have proved extremely satisfactory.

THAT HONGKONG CIGAR FACTORY.
The Manila *Cablenews* will just have to worry along. The Estrella Preciosa factory at Hongkong is here to stay it seems, and is doing well, although at present it has only forty hands making cigars. There is no false pretence about its advertising matter. It did move over from Manila, and brought its forty Filipinos with it, for exactly the reasons given in the price list. With regard to Chinese capital, the manager, interviewed, was not a bit ashamed. "The *Cablenews* is right," he said. "We have some Chinese capital, and we're glad of it. We know as much about Manila as the *Cablenews* knows; more, if the *Cablenews* does not know that at least 75 per cent. of all tobacco grown in the Philippines is controlled by the Chinese in Manila. Our consumption is only a drop in the bucket of the leaf market."

FOOTBALL.
Yesterday's six-a-side match, Williams' team v. Sandford's team, resulted in a win for the former by 4—1.

A Rugby match will be played this afternoon between the Club and a Naval XV. Kick-off 4.30 p.m. The Club's team is as follows:—
J. A. F. Bourchier, back; A. W. Maddaford, J. P. Jordan, A. O. Lang and A. S. Kempthorne, three-quarters; J. Clark and A. G. M. Fletcher, half-backs; H. C. Sandford, P. W. Goldring, E. R. Halifax, A. Boyd, M. R. Strover, J. Hanson, K. A. Scandlers and H. F. Chard, forwards.

The *Sheiling Times* publishes the following recipe for cooking carp:—"Clean the fish nicely, let it dry for two days in the sun. Nail the fish to a pine board, cover with salt, and after standing for two days longer, put it in the oven and bake slowly for six hours. Then draw the nails out, throw the carp away, eat the meat and board."

TELEGRAMS.

[REUTER'S SERVICE]

CHURCH AND STATE IN FRANCE.

LONDON, 23rd October.

At a debate in the French Chamber on the religious policy of the Government, M. Combes declared, that in view of the open disregard of the Vatican for the Concord, the separation of the Church and State had become inevitable. The Chamber passed a vote of confidence in the Government by 325 to 237.

THE GOVERNOR DINES ON THE "MONTCALM."

An interesting function took place on Monday night on board the *Montcalm*, the flagship of Vice-Admiral Charles Bayle, commanding the French squadron which has been lying in Hongkong harbour during the last few days.

The French commander and officers of the squadron entertained H.E. the Governor, Sir Matthew Nathan, K.C.M.G., and a select party composed of representatives of the navy, army and civil service in Hongkong, to dinner on board the flag-ship. Among those present besides Sir Matthew Nathan were Vice-Admiral Sir Gerard Noel, Commander-in-Chief of H.B.M. squadron in China and Japan, Sir Henry Berkeley, Acting Chief Justice, Lady Berkeley and the Misses Berkeley, M. Ga-ton Liebert, French Consul at Hongkong, and Mme. Liebert, Colonel L. F. Brown, R.E., commanding the troops in Hongkong, Commodore Dicken, the Hon. F. H. May, C.M.G., Colonial Secretary, and Mrs. May, Baron de Reinach de Werth, commander of the *Pistol*, and Baroness de Reinach de Werth, M. Bridou, acting agent of the Messageries Maritimes Co., and Mme. Bridou, and officers from the British navy and army stationed at Hongkong. During dinner the band of the *Montcalm* played selections of music.

After dinner Vice-Admiral Bayle expressed the thanks of the French squadron to Sir Matthew Nathan, the officers of the British navy and army, and the people of Hongkong for the kind reception which had been accorded the officers and men of the French navy in the Far East. He then gave the toast of "The King," which was cordially pledged, the band playing the National Anthem.

No other toasts were proposed. The company adjourned to the upper deck of the flagship, where a pleasant hour was whiled away, the band giving selections of French popular music. The function ended shortly after ten o'clock.

Yesterday the French squadron proceeded to Macao with the object of paying an official visit to his Excellency the Governor of Macao. Vice-Admiral Bayle was escorted by the torpedo-destroyers *Pistol*, *Mousquet*, *Eronde*, and *Javeline*. Accompanying the commander were M. Gaston Liebert, French Consul, and Mme. Liebert, as well as Baroness de Reinach de Werth. It is understood that there will be a state dinner at Macao in honour of the French squadron's visit, and that a ball will be given at the Macao Club.

[Delayed in Transmission]

THE WAR.

[DAILY PRESS SERVICE]

THE RUSSIAN BALTIC FLEET.

FIRING ON BRITISH TRAWLERS.
INTENSE EXCITEMENT IN ENGLAND.

LONDON, 24th October.

The Russian Baltic Fleet on Saturday morning fired for twenty minutes at a fishing fleet out from Hull.

One trawler was sunk, others were damaged, and one is missing. Two fishermen were killed and others wounded.

The Russians proceeded without attempting to rescue, or reporting the matter.

It is supposed that the Fleet mistook the fishing boats for Japanese destroyers and were panic-stricken.

At the request of the Foreign Office and the Admiralty the survivors have arrived in London to-day.

Intense excitement prevails in England. The Fleet passed Dover on Sunday morning.

They are reported to be coaling at Cherbourg.

[Delayed in Transmission]

LATER.

Lord Lansdowne, Secretary of State for Foreign Affairs, has addressed a vigorous protest to Russia, and the Russian Chargé d'Affaires in London has expressed regret.

[The "ALLANTON" RELEASED.]

LONDON, 24th October.

The Court of Appeal at St. Petersburg has released the British steamer *Allanton* and her cargo of coal which were condemned by the Prize Court at Vladivostock some months ago.

[The circumstances of the seizure of the *Allanton* were briefly as follows.—Prior to the outbreak of war she was chartered to convey a cargo of coal from Cardiff to Hongkong or Sasebo. She discharged the cargo at Sasebo a ten hostilities had commenced and was then chartered to carry part of a cargo of 50,000 tons of coal from Muroran to Singapore for a British firm. A day or two after starting on the voyage to Singapore she was captured by Russian warships and taken to Vladivostock. In less than a fortnight she was condemned by the Prize Court, although her papers were in perfect order, on the supposition that she was proceeding with contraband to a Japanese or Corean port. The curious reason for the finding was discussed in a leading article in the *Daily Press* of the 3rd inst.]

[JAPANESE OFFICIAL DESPATCH.]

JAPANESE LOSSES.

TOKYO, 25th October.

Our total casualties at the Shaho battle up to 25th inst. were 15,879, including officers.

[REUTER'S SERVICE]

THE FATAL BALTIC FLEET.

LONDON, 23rd October.

The Russian Baltic fleet in the North Sea has fired on the trawling fleet, sinking two, killing two men, and wounding many.

[REUTER'S SERVICE]

RUSSIAN REINFORCEMENTS.

LONDON, 23rd October.

A St. Petersburg ukase calls out for immediate active service the reserves in 120 military districts hitherto untouched.

(From Northern Papers.)

THE JAPANESE MISHAP.

TOKYO, 18th October.

A Russian attack in the Pingtao direction has been repelled. There is no material change in front of Generals Kuroki and Nozu.

A mixed Brigade under Major-General Yamada which was on its way retiring after operations north of Shahopao was surrounded by one Russian division on the night of the 16th instant, and compelled to leave nine field guns and five mountain guns, all the horses being killed.

The enemy in front of General Oku are halting in their previous position with an increased force, and are continuing unimportant fighting. General Oku's casualties on the 16th were one thousand.

VISCOUNT HAYASHI ON THE SITUATION.

LONDON, 18th October.

Viscount Hayashi, Japanese Minister, in an interview with Reuter's representative, said it is not for Japan to judge if the time has come to discuss peace. That rests with the Tsar. There is nothing, he said, to prevent continuous fighting through the winter. The next point of real importance will be the taking of Tieling, and then nothing can prevent the Japanese advance on Harbin.

PORT ARTHUR'S FALL AGAIN FIXED.

TOKYO, 17th October.

There is a reliable consensus of opinion here that the fate of Port

Russian garrison holds the stronghold they will be highly rewarded, etc.

There is only one warship in Port Arthur fit for action and the rest are all badly damaged. The arms and ammunition as well as men have been landed. On one occasion the Russian squadron tried to effect a sortie, but failed, and the naval men are now assisting in land defence.

Provisions and vegetables have been carried into Port Arthur from Kiao-chow at first by native junk, but it is now stopped. One egg now costs one cent, chicken three taels, one piece of leek twenty cents, but these are now almost finished.

The Russian authorities now stopped any person entering the fortress so as check spies, and the dealers of vegetables wear copper badges to show that they are genuine dealers.

The Russians do not allow men inside the fortress to go out.

The coppersmiths got out by taking an oath that they would not say anything about the military affairs. Eight came out together.

The Russian garrison does not number more than ten thousand, though they pretend to have sixty thousand.

There are eleven bars in Port Arthur, but as the Russian officers do not allow the soldiers to drink all the bars have now closed their doors.

THE LILLIPUTIAN OPERA COMPANY.

The visit of the Pollard's Lilliputian Opera Company to Hongkong ended last night, when the second performance of "The Lady Slavey" was given. As might have been anticipated, there was a crowded audience, who thoroughly enjoyed the histrionic efforts of the gifted juveniles, and the performance proceeded with a swing and sprightliness that proved exceedingly pleasant. "The Lady Slavey" may not be one of the brightest of the long list of musical comedy creations, but it is sufficiently lively and vigorous to charm and entertain the jaded worker in these sub-tropical regions. Some of the original songs had been dropped out, their places being taken by ditties of a more topical and up-to-date character, and the little singers secured the hearty applause of an appreciative audience. The Lilliputians have established their reputation in the East, and it may be sufficient to say that last night they maintained the standard of ability and excellence which theatre-goers have come to expect of them. As mentioned yesterday, it was at first intended to give another performance of the popular "Gaiety Girl" to-night, but that arrangement had to be cancelled owing to the departure of the Company for Shanghai. It is to be hoped, however, that the Lilliputians will revisit Hongkong at an early date.

THE METHODS OF EXTENDING BUSINESS IN CHINA.

The British Consul at Canton in his report for 1903 remarks:— "I am constantly the recipient of admirable price lists and descriptive catalogues from British firms at home, which I endeavour to place to the best advantage of the senders. But in nine cases out of ten I feel the futility of this method of extending business in China. Such lists and catalogues being only in English can only be made known by the agency of British firms on the spot, and they, as a rule, have neither the special knowledge nor the staff to enable them to do this with practical effect. For instance, a firm of machine makers sent me not long ago an elaborate illustrated pamphlet, which would be sufficient perhaps to assist a European merchant, with expert knowledge, to extend that line of business. In Canton there are no machinery experts amongst the British merchants, and even if there were, the first step they would naturally take would be to ask the home firm to send out some working specimens of the machines to show to Chinese. It cannot be too thoroughly understood by such manufacturers that almost their only hope of establishing a footing is to send out qualified representatives with working specimens. The creation of a paying market in any novelty is a tedious process in China, and the local British merchant will not attempt the task without more inducement than a catalogue. A commercial friend, the leading representative of an old firm of standing, has pointed out to me a difficulty which actually occurred to him in such a case. He was prepared after some trouble and enquiry to risk capital and effort in pushing the wares of a British manufacturing firm, but he wished to make it one of the conditions of his assistance that he should be the sole agent in China for the purpose for a specified period. This was refused, and those wares are, I believe, still unrepresented in the Chinese market. Yet it would seem only reasonable that if a local merchant succeeds in making a market for special wares he should be allowed a fair enjoyment of it and not be liable to displacement by the home manufacturers for any reason and at any moment. It is all a matter of terms, no doubt, but the impression left on my mind by the facts of the case I have mentioned was that the home manufacturers did not attach sufficient value to the advantages which in China arise from the machinery of an old-established firm with a well-known shop, and a wide connection. For such they must be prepared to pay more than for similar advantages in Europe."

SERIOUS ACCIDENT IN THE HARBOUR.

When the a.s. *Kiung Tak* arrived from Canton yesterday, and was making fast to her buoy opposite the Harbour Office, a serious accident occurred. One of her bo'st had been lowered to assist in making the cable fast to the moorings, when several launches towing cargo-boats came alongside, whereupon the ship had made fast. The boat was jammed against the ship's side and smashed. One of the crew was killed and two others injured. Six or seven launch coxswains and several cargo-boat men were arrested. An enquiry will probably be held to-day.

DAILY MAILESE.

It must be nice to write for the *Daily Mail*. Mr. Edmund Candler's description of a visit to "the great Buddhist Cathedral in Lhasa" is quoted as "a wonderfully vivid account," in which "the strange, mystical atmosphere of the place, the barbaric melodies, and the abominations of devil-worship are conveyed with striking realism and power."

Mr. Candler himself dabbles with a lengthy introduction before getting to work on his "striking realism." Even in Tibet, the trees wear "autumn tints," and breezes "stir the poplars" in the same old way. There is even a rainbow which hangs "like a nimbus."

When the "striking realism" begins, we find Candler and three other brutes pushing their way, armed with revolvers, into the Cathedral while service is going on. The "clashing" and "beating" and "blowing" is described. The Salvation Army does that, too, and the Missionaries. Then a chant begins, the voices being "at once unnatural and impressive." That exactly fits the voice ecclesiastical at Home, except that it isn't always impressive. "The voice of the thousand monks is like the drone of some subterranean monster, musically plaintive—the voice of the Earth God praying for release to the God of the Skies."

That's fine writing, but where did Candler first hear a subterranean monster? Mr. Candler's mention of the quietness reigning in another temple is headed "uncanny silence." No one spoke or whispered. Footsteps were noiseless. Centuries ago this service was ordained, and the intervals appointed to further the pursuit of the truth through silence and abstraction. The monks sat there quiet as stone. They had seen us, but they were seemingly oblivious.

What were they expected to do? If a *Daily Mail* correspondent wandered into St. Paul's during service, the "uncanny silence" would hit him, no one would speak or whisper (even at sight of such a monotonous intrusion), and the officiating clergy would seem "oblivious," just as they do in Tibet. Service with the *Daily Mail* tends to too much egotism. Mr. Candler thus betrays his anxiety to be regarded by the Chinese as a man who will not concern himself about what is distant will find sorrow approach near."

I may add that I have written on this Far East Missionary Question at some length in a book recently published by Mr. Fisher Uawn, entitled "China from Within: a Study of Opium, Palliation and Missionary Mistakes."

JAPANESE AS EXECUTIONERS.
The following appeared in the anti-Japanese *China Review*, dated Seoul, October 1st, and said to be from that journal's own correspondent:—
With steady tramp, left, right, left, right, the band marched on relentlessly to the execution ground. In their midst, three ricksha coolies dragged the prospective victims to their doom. Blindedfolded, bewildered, hardly realising that a foolish, childish freak was to cost them their lives, Kim Seung-sam, Yi-cheon-keun and An-soon-so were hurried to an early death.
Briefly related, their story was as follows:—
These three men, poor farmers, owned a plot of land. This land lay on the path of the Seoul-Wiju railroad and the Japanese wanted that land. They got it, and, in due course, paid the price to the authorities, but Kim, Yi and An never saw that money. It lies some magisterial pocket. They appealed to the authorities. What use in this land where "king squeeze" holds sway?
Then they made the mistake which cost them their lives.
They removed a rail from the track as a protest.
Not many hours elapsed before they were brought up before a board of enquiry on the charge of railroad wrecking. Anyone familiar with the ways of Japanese court-martials will know that it was not many hours before they were condemned to death.
It may be useful to quote here some remarks that appeared in the *Standard*, over the signature of Arthur Davenport.—"The secret of governing is to foresee. If you will look at page 124 of "China's Millions" for the present month (September, 1904), you will see that prayer is made that "God will use this Mission to break down the barriers which Tibet has erected against the truth, and commence an era which shall see Buddhism give way to Christianity. Not a few missionaries have been patiently labouring on the borders of the country for many years. May their prayers now be answered with an open door!"

Now, everyone who has resided at Yatung knows that the Lamas are acquainted with the localities where these male and female missionaries reside, and have made up their minds at all hazards to keep them out. Want of courage and determination is not a defect of their character, so that as soon as these missionaries are allowed access to their country we shall hear the same disheartening tales (as in China) of "missionary disturbances," as they are quaintly termed in our Blue-books; viz., outrages, murders, massacres, and the like, without any compunction Mandarins to pay indemnities, and also to inflict punishments on any innocent or guilty persons unlucky enough to fall into their clutches. Consequently the Indian Government will be compelled to embark in frequent punitive expeditions, which will gradually, but yet necessarily, estrange, not only the Lamas, but the whole of the patriotic people of Tibet.

I

have pictures before me, which tell of how they paid a tearful farewell to their relatives and were marched to crucifixes, where their arms, throats, and ankles bound to these rough wooden crosses, they awaited the end.

Nine men stepped forward at the word of command and commenced to load; the camera fiend got ready.

A shriek, a commotion in the crowd and Kin's aged mother was seen attempting to reach her son's side and die with him, but strong arms held her back.

The camera fiend moved into better position, and the officer in command gave an order, the nine executioners stepped forward to 40 paces from the condemned, and in a kneeling position awaiting the final command; the camera fiend coolly snapped another of these testimonies to the brutality of the performance.

"Fire!" and nine bullets crashed into three quivering bodies. An army doctor walked quietly up to the bodies and examined them. One was dead, he decided; the other two yet lived. The firing commenced again. In all, 7 shots were poured into one of the poor creatures. The camera fiend's work here now testifies to shocking marksmanship. One man's stomach was torn away, no single shot having touched an actually vital place. He died from the tearing away of his intestines, his heart and brain are infinitely less revolting than was this butchery.

The firing squad formed up and joined the main guard, the crowd of onlookers reluctantly dispersed, and the camera fiend went home to digest his plates, which now show the world how the enlightened Japanese conduct a twentieth century execution.

As a voucher of the truth of the story, I enclose the photograph, which shows the victims after the doctor's final examination.

POLICE COURT.

Tuesday, 25th October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

SEA CAPTAINS FINED.

The captains of the German steamers *Segovia* and *Numanzia* were fined \$25 each for taking up wrong berths in the harbour.

STOLEN PROPERTY.

A marine hawkow was charged with receiving 12 brass registers, property stolen from the Kowloon Torpedo Depot.

STOWAWAYS.

Two unemployed seamen were charged with stowing away on the *Kentmere*. The men were discovered on the day after leaving Hongkong, and the ss. *Telemaconis*, inward bound, was requested to take them back to Hongkong. One man was sentenced to six weeks' hard labour and the other to 14 days' hard labour.

BEFORE MR. J. H. KENT (ACTING SECOND MAGISTRATE).

CASE DISMISSED.

The Chinese doctor charged on Monday with obtaining money by false pretences was discharged.

ALLEGED RIDING AND ABETTING.

The Chinese steward of the ss. *On Saig* was charged with aiding and abetting 22 stowaways from Kuching to Hongkong. The case was remanded, the defendant being allowed bail in the sum of \$500.

The 20 Japanese women and two men were also charged, and the case being remanded, bail was allowed the men in the sum of \$500 each, women \$50 each.

WOUNDING A CONSTABLE.

Thacker Sing, the Indian who attacked Constable Ryan with a sword, was sentenced to three months' hard labour, and the sword was confiscated.

MARINE COURT.

Tuesday, 25th October.

BEFORE HON. CAPT. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

A COLLISION.

An enquiry was held into the circumstances connected with a collision between a coal-tug and a stone boat.

The coal-tug (No. C 410) was found to be in fault for not having kept out of the way. The Chinese coxswain in giving evidence with the obvious intention of misleading contradicted himself. His certificate was suspended for two months.

SHANGHAI ST. ANDREW'S SOCIETY.

The annual meeting of the St. Andrew's Society of Shanghai was held on the 17th inst. The Vice-President, Mr. W. A. C. Murray, was in the chair. There was a large attendance of members. It was stated that the membership had increased during the year; \$1,300 had been expended in relieving deserving cases. One member observed that men of the beachcomber class were on the increase all along the China coast, and it would be well for the committee to exercise great caution in making grants other than to benefit widows and orphans. It was decided that St. Andrew's Day should be celebrated with a ball. The following were elected the Committee of the Society for the ensuing year:—Messrs. Brodie, A. Clarke, S. Groundwater, W. S. Burns, R. D. Watt, W. C. Murray, E. F. Mackay, John Prentice, W. F. Ingles, J. D. Smart, W. B. Buyers, Henry Kewick, Jas. Christie, Jas. McKie, H. J. Clark, C. W. Ure, and W. D. Graham. Mr. James McKie was elected president and Mr. E. F. Mackay vice-president.

CRICKET.

SHANGHAI TEAM SELECTED.

The team which will represent Shanghai at Hongkong was definitely settled on the 19th inst. The following are the selected players:—Messrs. G. C. Dew, J. Duncan, C. D. Dunman, O. V. Launing, V. H. Launing, W. H. Moule, H. R. Parkes, F. W. Potter, all of the Cricket Club; and Messrs. W. J. Turnbull, S. Wallace, and T. Wallace, of the Recreation Club. The reserve-man is Mr. A. J. H. Moule, of the Cricket Club. Mr. F. Raydep will be the scor.

A meeting of members of Kowloon Cricket Club will be held in the Seamen's Institute, Kowloon, to-day at 9 p.m., for the purpose of electing officers and passing the rules, etc.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Siberia*, with mails, &c., from San Francisco to the 7th Oct. via Honolulu, leaves Yokohama for this port via Kobe, &c., this morning, the 26th Oct.

The A.A. steamer *Kish*, from New York left Singapore on the 23rd Oct. for Manila, and is due here on the 7th Nov.

The Boston Tow Boat Co.'s steamer *Lynx* left Manila on the 24th Oct., and may be expected here to-day.

The Indo-China steamer *Laisang* left Calcutta for this port via the Straits on the 22nd Oct., and may be expected here on the 7th Nov.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.25 a.m. The barometer has risen slightly in S. China and in Formosa, and fallen in the Yangtze valley and in the Philippines.

Gradients are moderate upon the China Coast and moderate to fresh monsoon will continue in the Formosa Channel and over the greater part of the China Sea.

Forecast:—Fresh E. to N.E. wind, fine.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.

PHOTO GOODS DEALERS,
174, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).



TELEPHONE NO. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
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POPULAR
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PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

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12, QUEEN'S ROAD CENTRAL. [4]

SKIN-TORTURED BABIES

And Tired, Fretted Mothers

Find Comfort in Cuticura Soap and Ointment

When All Other Remedies and Physicians Fail.

Instant relief and refreshing sleep for skin-tortured babies and rest for tired, worried mothers in warm baths with Cuticura Soap, and gentle anointings with Cuticura Ointment, purest of emollient skin purées, to be followed in severe cases by mild doses of Cuticura Solvent. This is the purest, sweetest, most speedy, permanent and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, with loss of hair of infants and children, as well as adults, and is sure to succeed when all other remedies and the best physicians fail.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and creasing of the scalp, as in scaled head; the facial disfigurement, as in acne and ringworm; the awful suffering of infants, as in milk crust, tetter and salt rheum,—all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment and Solvent are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speed and permanence, the absolute safety and great economy have made them the standard skin cures and humour remedies of the civilized world.

Cuticura Solvent

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Licker's
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MR. SORABEE DHUNJEEBHoy takes this opportunity of conveying his thanks to the many kind Friends and Sympathisers, Parsees, Indians, and Europeans (Both Civil and Military) who have expressed their condolence at the sad demise of his late lamented father, Mr. DHUNJEEBHoy CURSETJE SETNA, of Bombay.

Hongkong, 26th October, 1904. [2521]

C. M. S. BAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held in the City Hall on TUESDAY, November 1st, from 3 to 6 o'clock.

The favour of your attendance is requested.

Hongkong, 26th October, 1904. [2522]

NEW ADVERTISEMENTS

PROVISIONAL TARIFF, RULES AND REGULATIONS FOR THE CHINESE ENGINEERING AND MINING COMPANY'S CHIN-WANGTAO WHARF.

SCALE OF CHARGES.

1. Vessels are received alongside the Wharves and Cargo loaded and discharged at tariff rates. N.B. The minimum depth of water (low tide) at the wharves is as follows:

Alongside Pier ... 16 feet.

Breakwater, Outer Berth 17 " Middle 16 "

Inner 14 "

2. RATES OF WHARFAGE.

Vessels loading or discharging mixed cargoes—
275 feet and under (over all) ... Taels 100.
Over 275 feet (over all) ... 120.

Vessels loading coal only—

300 feet and under (over all) ... Taels 80.

Over 300 feet (over all) ... 100.

Vessels remaining at the wharf for more than three days will incur an extra charge of Taels 40 for the first day or part thereof, and Taels 50 for each succeeding day.

3. AGENCY OF VESSELS.

The Chinese Engineering and Mining Company will if desired act as Agents for Custom House business, charging a fee of Taels 25 per steamer.

4. STEVEDORING.

Discharging cargo from vessels on to cars, and loading from cars into vessels; 3 candareens per package.

Extra large or small packages will be charged for according to size or weight.

5. THROUGH CARGO TO TIENSIN AND VICE VERSA.

General cargo booked on through Bill of Lading to or from Tientsin via Chinwawao will be carried by Rail until further notice at the rate of Taels 3.00 per ton, car capacity, which includes piers dues, haulage and other charges over the Chinese Engineering and Mining Company's private line.

N.B.—All goods in less than carloads, Treasure, Opium, Coffins, Sedan Chairs, Bicycles, Carriages, Luggage, Munitions of War, and all goods judged to be dangerous by the Imperial Chinese Railways Authorities will be carried at special rates.

The Chinese Engineering and Mining Company will not accept any responsibility for Treasures nor for the contents or condition of any merchandise received.

All goods sent over rail are at owner's risk.

The Chinese Engineering and Mining Company do not guarantee covered or any storage, and will not be responsible for loss or injury of any merchandise by Fire, Typhoon, Flood, Effect of Climate, or other Acts of God.

In the case of cargo shipped by rail to Tientsin, delivery must be taken by the Vessel's Agents from cars at the Railway Station, any demurrage on cars being for their account.

6. MACHINERY AND HEAVY WEIGHTS.

Charge per lift for Handling Machinery and Heavy Weights—

1 ton and under 2 tons ... Taels 5

2 tons " 3 " 8

3 " 4 " 12

4 " 5 " 20

5 " 6 " 30

6 " 7 " 40

7 " 8 " 50

8 " 9 " 60

9 " 10 " 80

10 " 11 " 100

11 " 12 " 120

12 " 13 " 140

A contract may be entered into when a number of lifts have to be made.

The Chinese Engineering and Mining Company will not handle heavy weights at night unless under special guarantee from those concerned.

8. Vessels loading or discharging cargo on Sundays, Customs and other Holidays or at night must pay for the necessary permit, and any charges for extra labour required.

REGULATIONS for vessels using the CHINESE ENGINEERING & MINING COMPANY'S PREMISES.

1. Vessels to be placed and remain alongside the wharf at their own risk and expense.

2. The C. E. & M. Co. do not guarantee a berth, and vessels will take their turn to load or discharge if the wharf accommodation is occupied on arrival, preference in all cases being given to vessels owned or chartered by them.

3. Outside anchor to be taken inboard as soon as the vessel is berthed.

4. Every assistance will be given to vessels coming alongside or leaving, but the C. E. & M. Co. will not be responsible for the mooring of the vessel.

5. All damage done by vessels coming to, or while at, or when leaving the wharf, to be made good at ship's expense.

6. Vessels must leave the wharf or shift from one berth to another immediately on being required to do so by the Port Superintendent.

7. All labour for loading or discharging cargo must be supplied by the C. E. & M. Co.

8. The vessel's discharge to commence as soon as possible after she is moored alongside, and to be continued from sunrise to sunset (weather permitting) each day until completed. Vessels requested to do so by the Port Superintendent, Any stoppage or detention on the part of the ship will subject her to an additional charge of Taels 40, for the first day or part thereof, and Taels 50, for every subsequent day that she is so detained, over and above the tariff rate for wharfage.

9. Vessels will be required to leave the wharf immediately after loading or discharging is completed.

10. Vessels will be held responsible for all charges due to the wharf.

11. Ashes or other refuse must not be thrown overboard alongside the piers. On application to the Port Superintendent arrangements will be made for the removal of such refuse at the ship's expense.

12. Masters of vessels will be expected to conform to the rules which may be from time to time issued for the proper management of the wharves.

U. S. NATHAN,

Agent and General Manager,

Chinese Engineering & Mining Co., Ltd.

Hongkong, 26th October, 1904. [2529]

INTIMATIONS

KOWLOON CRICKET CLUB.

A MEETING of Members of the above Club will be held in the SEAMEN'S INSTITUTE, Kowloon, TO-NIGHT (WEDNESDAY), the 26th inst., at 9 P.M.

HAROLD C. AUSTEN,
Hon. Sec. Pro Tem.

Hongkong, 23rd October, 1904. [2517]

EOTHEN MARK LODGE, No. 264.

Hongkong, 26th October, 1904. [2521]

C. M. S. BAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held in the City Hall on TUESDAY, November 1st, from 3 to 6 o'clock.

The favour of your attendance is requested.

Hongkong, 26th October, 1904. [2522]

2505

Hongkong, 24th October, 1904. [2505]

NOTICE.

We respectfully invite the Public to an EXHIBITION OF WATER COLOUR PAINTINGS

BY RENOWNED JAPANESE ARTISTS.

TO be held on the First Floor of No. 10, Queen's Road Central, for TEN DAYS, from the 28th INST., TO THE 7th PROXIMO.

The Paintings show the attainments of Japan in the Arts of Peace as the Glorious Victories of our Army and Navy proclaim the nation's attainments in the Art of War.

You Sympathy with our Country in the present struggle will add to the value of the Paintings as Memorials. They are most suitable for CHRISTMAS and NEW YEAR GIFTS.

A Number of Pictures relating to the War will be included in the Exhibition.

G. FUKUCHI,
(of Yokohama).
Hongkong, 25th October, 1904. [2518]

NOTICE.

THE SOUTH CHINA TRADING COMPANY have this day started business as IMPORT, EXPORT AND GENERAL COMMISSION AGENTS at No. 18, Bank Buildings, First Floor.

E. MOOTEE,
General Manager.
Hongkong, 21st October, 1904. [2518]

NOTICE.

MRS. ERMA GUIOU having purchased the House lately carried on by Mrs. WILLSON, the 1st November, 1904, the business of a Building House will hereafter be carried on by Mrs. WILLSON, at 49, Pottinger Street, Victoria, Hongkong; the business will hereafter be known as the ERMA GUIOU under the style of the "PENSION FRANCAISE."

All debts due by and to Mrs. ERMA GUIOU up to the 31st October, 1904, will be paid and received by Mrs. WILLSON.

Dated this 20th day of October, 1904.

ERMA GUIOU
HELENA WILLSON.
2507

VICTORIA READING CLUB.

WANTED.

FROM 1st November, A EUROPEAN STEWARD for the above Club. Salary to commence \$120.00 per month.

Applications in writing, accompanied by references, to be addressed to the undersigned.

HAROLD C. AUSTEN,
Hon. Secretary.
Hongkong, 22nd October, 1904. [2496]

WANTED.

HAMBURG Mercantile HOUSE, well placed for Continental goods, seeks connection for Exports; same is also open for Imports. First-class references.

Address, stating references and particulars—

H. O. 4212
2425] Care of Rudolf Mosse, Hamburg.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R.,
Care of Office of this Paper.
Hongkong, 16th May, 1904. [2004]

STEAMSHIP "BARON GORDON" ASHORE ON THE BOMBAY SHOAL.

TENDERS will be received at the Office of the undersigned up to Noon, on THURSDAY, 27th October, for—

(1) Salvage of all gear and materials on the basis of percentage of the value recovered. No cure no pay.

(2) Purchase of the vessel as she lies on the Bombay Shoal. The undersigned do not bind themselves to accept the highest or any tender.

GILMAN & CO.,
Lloyd's Agents.
Hongkong, 22nd October, 1904. [2497]

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—

TURNER & CO.
Hongkong, 22nd October, 1904. [2494]

FOR SALE.

A MERICAN Bank "EVIE J. RAY," 319 tons net register, now in port. For particulars, apply to the Captain on Board or SANDER, WIELER & CO., Agents.

Hongkong, 15th October, 1904. [2446]

CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, &c. (Free of Charge to Consignee) in any part of the World.

LATEST SHIPPING DATES.

To England ... Nov. 8th

To France ... Nov. 15th

To Germany ... Nov. 9th

To Italy ... Nov. 9th

To United States via San Francisco ... Oct. 8th

To United States via Suez Canal ... Oct. 10th

To India ... Oct. 21st

To South Africa ... Oct. 21st

To Australia ... Nov. 8th

To Canada ... Nov. 8th

China Parcel Express ... Oct. 21st

OFFICE—3, DUDDELL STREET, Hongkong, 8th October, 1904. [2402]

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INTIMATIONS

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1893



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REPORT OF AN EXPERT.

The representative of Messrs. BRATEY and
HINCLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
also the methodical way in which everything
pertaining to the making of Aerated Waters
was carried out. He also expressed himself
strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of first-class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

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F. P. DANENBEEG,
General Manager.

Hongkong, 11th May, 1904.

122

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Hongkong, 21st September, 1903.

2276

THE RAILWAY QUESTION IN
CHINA.

The Shanghai Correspondent of the *Times*, in the course of a long letter, says: It is evident that in any Russo-Japanese treaty or international agreement which may be made upon the conclusion of the present war, diplomacy will concern itself chiefly with the future of China, of her territory and administration. As Sir Robert Hart has pointed out in his recent memorandum on the revenue of the Empire, everything at the close of the war will depend upon whether China is in a position to secure for herself a hearing or whether she will simply have to obey orders. The only class in China that has made any effort to avoid the latter contingency are the Hunanese, and their methods, unfortunately, are the outcome of conservatism based on profound ignorance. Nevertheless, crude as those attempts have been, the Hunanese party deserves credit for not restricting its energies to the utterance of Confucian maxims and for taking some definite action to protect the empire's interests in the important matter of State railways and mines. The Hunanese attitude, now as heretofore, is "China for the Chinese," and exclusion of foreign interference, even in the shape of capital. Their suggestions are impractical and their schemes visionary; but at least they appreciate the fact that so long as foreigners in China enjoy privileges of extra-territoriality, railways under the present undivided control of "earth-hungry" Powers must be a source of grave danger to the State. For this reason they oppose the construction of a Franco-Belgian trunk railway through Hunan and insist either on the maintenance of the line as a *bona fide* American undertaking or on cancelling the Washington contract. Indications are not lacking of a similar state of public opinion, though without organized expression, in other directions; and if the Chinese Government should thereby be induced, with the consent of the Powers interested, to place the whole question of railway control upon a new basis, protecting and maintaining the Emperor's sovereign rights, the results would be of incalculable benefit to China and to the civilized world. This new basis would involve an international agreement such as that of the "open door," and it would commence with the Manchurian and Shantung railway systems; it would include not only the undeveloped British concessions of the Yangtze provinces, but the Franco-Belgian Luan and Honan lines, and the recent French concession for railways to the capitals of Shansi and Yunnan. The Chinese see clearly that in all these so-called State undertakings the right of control by extra-territorialized foreigners must, under existing conditions, lead sooner or later to protection by armed force of the interests thus created; and in the case of the railways controlled by Powers whose land frontiers march with those of China the step from such protection to annexation of territory has been shown to be an easy one. Therefore the native Press at the treaty ports and patriotic Chinese wherever they are to be found, throughout the country, aroused at this late date to the danger of conquest by railway, are urging on the Government the advisability of a new and more enlightened policy; and the significance of this fact deserves to be appreciated in the Chancelleries of Europe and Washington as well as at Peking.

In a recent article I have described the position of affairs in regard to Belgian control of the southern trunk line (Hankow-Canton). The issue of that important question is still undecided. In the meanwhile, the negotiations which commenced in 1898 for the construction of the railway to connect Shanghai, Su-chau, and Nanking have at last been concluded, and the work will shortly be commenced by a British syndicate.

In November, 1898, Sir Claude MacDonald, then British Minister at Peking, desiring to reassure Lord Charles Beresford in regard to railway concessions in China and our position in regard thereto, as compared with that of other nations, drew up a lengthy memorandum, which was subsequently published (Blue-book: China, No. 1 of 1899). Reading this remarkable document to-day, one is as much impressed by the successes as by the internal evidence which the document itself contains of our failure to recognize the objects and methods of that diplomacy. One passage, quoted at random from the summary of "concessions other than British," affords a striking illustration of the contrast between promise and achievement, besides showing in the clearest possible manner the results to be expected under such conditions. Sir Claude wrote:—

The Russo-Chinese Bank has signed a contract for the construction of a branch line from Tai-yen-fu to connect with the Luhan trunk line near Chang-ting. Length, approximately, 130 miles. They have up to date, been unable to raise money for this line. I think it very possible that it will eventually be built by an Anglo-Russian syndicate. I am trying to arrange this. (Originally a British concession, it became Russian by agreement between the Peking Syndicate and the Russian Bank (April, 1898), and is now being built with French capital as a French undertaking.)

There is hardly a paragraph throughout the entire report which does not contain similar expressions of a sanguine satisfaction which, however legitimate it may have been at the time, has now become pathetic in the face of actual facts. To anyone who desires an epitome of the failures of British policy in China I can recommend nothing more instructive than this document.

The net result of the "battle of concessions" up to November 26th, 1898, was summarised by the British Minister as follows:—

Nationality.	No. of lines repre-sented.	Miles.	Remarks
British	9	2,800	Including Hankow-Canton and Yunnan-Yangtze Railways.
Russian	3	1,530	Including Manchurian Railway (from Strelensk to Vladivostok).
German	2	720	
Belgian	1	650	
French	3	420	
American	1	300	(Half interest are reckoned at half the estimated length of line.)

Such was the promise of 1898. How has it been fulfilled up to date? British-controlled railways in existence at this moment show a total of 570 miles; the construction of another 180 miles is likely to be undertaken this year.

The 2,800 miles of prospective British railways to which Sir Claude MacDonald and the British Government referred with pardonable pride in 1898, and for some time thereafter, were:—

1. The Northern Railway, Peking via Tientsin to Newchwang—500 miles.
2. The Peking Syndicate's line from its Shansi mines to the Yangtze—250 miles.
3. Half of the Anglo-German line from Tientsin to Chinkiang—300 miles.
4. Shanghai-Nanking line—180 miles.

made in July last between the British and Chinese Corporation and Sheng Ta-jen for construction of the line, the Corporation binding itself to provide capital amounting to £3,250,000 and to commence work within one year. Much difficulty appears to have been experienced in finding the money, and in the meanwhile further negotiations became necessary in regard to financial and engineering details; the good faith of Sheng was questionable throughout, and latterly, when the funds were forthcoming upon his own terms, his attitude was so unmistakably obstructive that a strong remonstrance by the British Minister became necessary. This was effective; the requisite authority for the issue of the bonds by the Chinese Minister in London has now been given, and it may therefore be expected that work will shortly be commenced. This result, after so long a period of inactivity, is a matter for congratulation. The Nanking railway is regarded by experts as the most valuable concession of its kind in China; its construction and control in British hands are essential to the protection of our predominant interests at Shanghai and on the Yangtze, and it may reasonably be assumed that its financial results will before long lead to investment of British capital in other Chinese railways.

January 26, 1899.

Sir.—On the 29th ult. you were informed by this Department that her Majesty's Minister at Peking had received on December 24 from the Tsing-ti-Yamen the assurance that none of the railway lines named in the contract for the loan to be made by the British and Chinese Corporation to the Chinese Imperial Railway administration shall be alienated to any foreign Power.

I am now directed by the Marquis of Salisbury to inform you that in the special circumstances of the case her Majesty's Government consent to take note of this promise as a binding engagement on the part of the Chinese Government.

I am further to state that you are authorised to announce in the prospectus of the loan that the loan has been arranged with the knowledge of her Majesty's Government.

I am, sir, your most obedient, humble servant

T. H. SANDERSON.

Herself the littlest Englander could find no momentous plodding of the nation's credit, nor to the most sensitive Chancellor of the Exchequer since it was admitted even that that railways in China were generally remunerative investments on their merits. Nevertheless, the far-reaching and fortunate results of this undemonstrative support have been sufficiently conspicuous. But for that support it is, to say the least, highly improbable that Russia would ever have relaxed the grip she had secured of the Northern Railway south as well as north of the Great Wall under cover of the Boxer movement. It is I believe, the still-accepted formula that the credit of the British Government may not be extended to protect pirate enterprise, and especially beyond the limits of the King's dominions. The question is too wide a one for discussion here; but to the plain man it would seem that if, in striking the nation balance-sheat, it be shown that our trading and other rights over half a continent can be preserved by guaranteeing the construction and working of a British-controlled railway, the advantages of such action unmeasurably outweigh its possible risks. This is the policy, the successful policy, of our rivals. If it be said that such national guarantees should not be used for the benefit of private individuals or companies, the natural reply suggests itself:—

"Such and such a concession has been given by China under pressure of demands by the British Government; therefore throw it open to competition by British companies, and let the result be a British national undertaking, on Chinese territory for the necessary protection of our commercial interests therein."

Surely there is something

synthetic in the natural balance-sheat.

7. The Kowloon (Hongkong)-Canton line.

A valuable concession for a short line—partly through British territory—in thickly populated country. Public opinion in Hongkong has been gathering weight for the past two years, and now expresses itself strongly to the effect that the needs of the colony demand the immediate construction of this railway. The Colonial Government has offered to guarantee 3 per cent. on the cost of construction for five years, and it is probable that with the arrival of the new Governor, Sir Matthew Nathan, the matter will be energetically taken up. It would serve no good purpose to discuss the causes which have contributed to defer this undertaking, obviously necessary to the future prosperity of the colony; the late Governor, Sir Henry Blake, observed in his farewell speech that the delay was "little short of a scandal" and public opinion in the south supports his opinion. The lamentable results of this delay can best be estimated in connexion with the great trunk line which the Kowloon (Hongkong)-Canton line would be the natural prolongation.

8. Half of the "Anglo-American" Hankow-Canton line.

I have already shown in an earlier letter how completely any British interest that ever existed in this most important trunk line has evaporated and how Belgium and those who stand behind Belgium in this matter have worked to eliminate the American interest as well.

I. Line from Burma to the Yangtze.

As a matter of practical politics, this may be written off the list. The surveys made in 1897-1900 between Kunlong Ferry and Yunnan-fu, and thence to Shufa on the Yangtze, showed that although the construction of such a line would not offer insuperable difficulties, yet as a purely commercial and private enterprise its prospects would not be tempting.

And so the proud list of British concessions in 1898 for railways covering 2,800 miles reads to-day as follows:—

British railways *in esse*.
Peking-Niu-chwang line, say, 500 miles
Peking syndicate's Wei-hui line, say, 500 miles

British railways *in posse*.

One-third of Tientsin-Chinkiang line, 200 miles
Shanghai-Nanking line, 180 miles
Shanghai-Nanking line extension, 470 miles

Canton-Kowloon line, 100 miles

The continued existence of those *in esse* and the creation of those *in posse* depend absolutely on a better appreciation by the British Government of indisputable facts.

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Hongkong, 6th April, 1904.

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Hongkong, 1st October, 1904.

333

WEAVER'S
SYRUP

AND

CERATE

SHIPPING

ARRIVALS
CHANGCHOW, British str., 1,205, Monkman, 25th Oct.;—Wuhu and Chinkiang 20th Oct.;—General—Buttfield & Swire.
HUE, French str., 705, Gedima, 25th October, Haiphong via Ports 24th Oct., General—A. R. Murry.
KWANTUNG, Chinese str., 1,536, Wm. H. Lunt, 25th October.—Canton 24th Oct., General—Chinese.
MEIFOO, Chinese str., 1,321, J. Whitlaw, 24th October.—Shanghai 21st October, General—Chinese.
OSCAR II, Norwegian str., 2,000, R. Olsen, 25th Oct.;—Moj 19th Oct., Coal—M. B. Kaisha.
PRINZ REGENT LUITPOLD, German str., H. Kirchner, Bremen and Singapore 21st Oct.;—Mail and General—Melchers & Co.
ZAPFEN, British str., 1,611, R. Rodger, 24th October.—Manila 22nd October, General—Shewan, Tones & Co.
ZIETEN, German str., 4,988, T. von Blinger, 24th October, Yokohama 15th October, Mails and General—Melchers & Co.

CLEARANCES,
AT THE HARBOUR MASTER'S OFFICE.

25th October.
An Pho, British str., for Swatow.
Braundale, German str., for Bangkok.
Eang, British str., for Canton.
Forrest Dale, British str., for Samruong.
Segova, German str., for Yokohama.
Shantung, British str., for Hongkong.
Triumph, German str., for Swatow.

DEPARTURES.

25th October.
AFRENADE, German str., for Haiphong.
BLANCA, German str., for Singapore.
CHUNSHANG, British str., for Chefoo.
CHIANG, British str., for Canton.
FRONDE, French torpedo-boat, for Canton.
HAITAN, British str., for Coast Ports.
HANOI, French str., for Haiphong.
JAVELIN, French torpedo-boat, for Canton.
MOUSQUEL, French torpedo-boat, for Canton.
PINGSET, British str., for London.
SAMESON, German str., for Swatow.
TEAN, British str., for Manila.
WAHORAH, British str., for Amoy.

VESSELS IN DOCK.

25th October.
ABERDEEN DOCKS.—
Kowoon DOCKS—U. S. S. Pathfinder, U.S.S. Decatur, U.S.S. Fathomer, U.S.S. Bainbridge, U.S.S. Chancery, H.I.G.M.S. Hau-sa, Sikhs, Thian.

COSMOPOLITAN DOCK.—Dervent, Chelcettia Sofala.

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Hongkong, 24th October, 1904.

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FOR MARSEILLES AND LONDON, VIA
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AND PORT SAID.

THE Bucknall Line Steamship

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Captain A. Lee, will be despatched as above on FRIDAY, the 28th inst., P.M.

For information as to Passage and Freight apply to
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Hongkong, 4th October, 1904.

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VIA PORTS AND SUEZ CANAL.

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OF NEW YORK.

Oriental Freight Department.

Hongkong, 14th October, 1904.

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FOR LONDON AND ANTWERP.
THE Steamship

"BENALDEE."
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For Freight or Passage, apply to
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Hongkong, 22nd October, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. Austin, R.N.R.

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Fares—(week days) 1st Class including cabin and servant, \$1.50; Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 50 cents. Return 50 cents, Steerage 10 cents.

Tiffin and Dineer can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

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Hongkong, 7th October, 1904.

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Hongkong, 15th March, 1904.

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A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	To-morrow, Noon.
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	12th Nov.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 19th Nov.
LONDON & ANTWERP	BENALDEE	Brit. str.	T. G. Steeves	GIBB, LIVINGSTON & CO.	22nd Nov.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	A. Lee	BUTTERFIELD & SWIRE	To-morrow, D'light
MARSEILLES & LONDON, VIA SPOSE, &c.	BAROTSE	Brit. str.	NIPPON YUSEN KAISHA	MELCHERS & CO.	5th Nov., Noon.
MARSEILLES & LONDON	ZIETEN	Ger. str.	F. von Binsz	SCHULKE	To-day, Noon.
VIA PORTS OF CALL	BRISGAVIA	Ger. str.	Madsen	HAMBURG-AMERICA LINE	4th Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schoenfeldt	HAMBURG-AMERICA LINE	15th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Jaburg	HAMBURG-AMERICA LINE	25th Nov.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Forst	HAMBURG-AMERICA LINE	27th Dec.
HAVRE & HAMBURG	C. F. LAEISZ	Ger. str.	w. Hoff	HAMBURG-AMERICA LINE	11th Jan.
TRISTE, &c. VIA SINGAPORE, &c.	TRISTE	Aus. str.	Mistrorigo	SANDER, WIELER & CO.	28th inst. P.M.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	E. Day	BUTTERFIELD & SWIRE	22nd Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	ST. HUGO	STANDARD OIL CO.	About 12th Nov.
VANCOUVER, VIA SHANGHAI, &c.	TARTAE	Brit. str.	F. N. Evans	DODWELL & CO. LTD.	24th Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	E. OF INDIA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	29th inst.
VICTORIA (B.C.) & SEATTLE VIA N'BAKI, &c.	LYRA	Brit. str.	G. V. Williams	DODWELL & CO. LTD.	29th inst.
PORTLAND, OREGON	NUMANTIA	Brit. str.	Brehmer	BUTTERFIELD & SWIRE	1st Nov.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	L. Dawson	PORTLAND & ASIATIC CO.	To-morrow.
AUSTRALIAN PORTS	EMPRESA	Brit. str.	P. T. Helms	BUTTERFIELD & SWIRE	29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	C. F. Lockstone	P. & O. S. N. CO.	1st Dec.
KOBE	ESANG	Brit. str.	W. B. Brown	JARDINE, MATHESON & CO.	16th Nov.
TIENTSIN	PAHOI	Brit. str.	H. Kirchner	JARDINE, MATHESON & CO.	28th inst.
CHEFOO & NEWCHWANG	CHOYSANG	Brit. str.	F. B. Ferguson	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	SHANGHAI	Brit. str.	F. B. Ferguson	MELCHERS & CO.	28th inst. 4 P.M.
SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	F. B. Ferguson	JARDINE, MATHESON & CO.	About 29th inst.
SHANGHAI	SHANGHAI	Brit. str.	F. B. Ferguson	BUTTERFIELD & SWIRE	To-morrow.
NINGPO & SHANGHAI	SHANGHAI	Brit. str.	F. B. Ferguson	P. & O. S. N. CO.	About 4th Nov.
AMOY, MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	H. W. Kenrick	BUTTERFIELD & SWIRE	3rd Nov.
TAMSUI, VIA SWATOW & AMOY	FINLAYSON	Brit. str.	T. Brandt	BUTTERFIELD & SWIRE	To-day, 4 P.M.
TAMSUI, VIA SWATOW & AMOY	ARABIA	Brit. str.	Bale	R. Rodger	30th inst., D'light
ANPING, VIA SWATOW & AMOY	ANAGONA	Brit. str.	Schuldt	R. Rodger	2nd Nov., D'light
SWATOW & CHEFOO	NICOMEDIA	Brit. str.	Wagner	R. Rodger	4th Nov.
MANILA VIA AMOY	ZIETEN	Brit. str.	Meyrick	JARDINE, MATHESON & CO.	To-day, 10 A.M.
MANILA	ZIETEN	Brit. str.	R. W. Almond	SHewan, Tones & Co.	29th inst., 10 A.M.
MANILA	ZIETEN	Brit. str.	T. W. Garlick	SHewan, Tones & Co.	5th Nov., 10 A.M.
SINGAPORE, PENANG & CALCUTTA	ZIETEN	Brit. str.	Buller	ZIETEN	To-morrow, 3 P.M.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI and KOBE	BANCA	About 29th October	Freight only.
LONDON and ANTWERP, VIA MALACCA	J. B. Ferguson	October	Passage.
SINGAPORE, PENANG, COLOMBO and PORT SAID	A. F. Street	27th Nov.	Freight and Passage.
YOKOHAMA via SHANGHAI	CETYLON	About 29th October	Freight and Passage.
MOJI and KOBE	C. F. Lockstone, R.N.R.	October	Passage.
(Passing through the Inland Sea)			
* SHANGHAI	H. W. Kentick, R.N.R.	About 4th November	Freight and Passage.
LONDON, &c.	C. ROMANDEL	5th November	See Special Advertisement.
			* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th October, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

FOOTNOTHERLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

GLASGOW and LIVERPOOL... STEAMERS PYRRHUS DUE ON 25th October
GLASGOW and LIVERPOOL... " YANGTZE " On 27th October
GLASGOW and LIVERPOOL... " DARDANUS " On 5th November
GLASGOW and LIVERPOOL... " NINGCHOW " On 11th November

HOMEWARDS.

MARSEILLE and LONDON... STEAMERS ULYSSES TO SAIL ON 5th Nov., Noon.
LONDON, AMSTERDAM and ANTWERP... " MACHAON " On 12th November.
LONDON, AMSTERDAM and ANTWERP... " JASON " On 22nd November.
GENOA, MARSEILLE and LIVERPOOL... " AGAMEMNON " On 23rd November.
* Taking cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA STEAMERS YANGTZE TO SAIL ON 1st November.
NAGASAKI, KOBE & YOKOHAMA For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [10-11]

Hongkong, 25th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR STEAMERS TO SAIL AMOY, MANILA, CEBU and ILOILO. * KAIFONG On 26th October, 4 P.M.
SHANGHAI * WOOSUNG On 27th October.
CHEFOO & NEWCHWANG * PAKHOI On 28th October.

POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS TOWNSVILLE, BRISBANE SYDNEY and MELBOURNE KOREE * TSINAN On 29th October.
NINGPO and SHANGHAI * WHAMPOA On 3rd November.
SWATOW and CHEFOO * KANSU On 4th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking cargo and passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE,
AGENTS. [12]

Hongkong, 26th October, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION. FOR STEAMERS TO SAIL

* MANILA VIA AMOY YUENSANG Wednes., 26th Oct., 10 A.M.
* SINGAPORE, PENANG & CALCUTTA KUMSANG Thurs., 27th Oct., 3 P.M.
+ SHANGHAI CHOYSANG Friday, 28th Oct., 4 P.M.

TIENTSIN ESANG Sat., 29th Oct., 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., GENERAL MANAGERS. [1938]

Hongkong, 26th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY" Captain J. P. Dawson.
S.S. "COURTEIL" Captain J. W. Martin.
S.S. "CRANLEY" Captain W. E. Steele.
S.S. "IKBAL" Captain A. Jennings.
S.S. "ASCOT" Captain C. E. Cox.
S.S. "TWEEDDALE" Captain T. M. Milne.
S.S. "LOTHIAN" Captain J. C. Williamson.
S.S. "INKUM" Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS. [2030]

Hongkong, 27th September, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEKING, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship COROMANDEL, Captain G. M. Montford, R.N.R., carrying His Majesty's Posts, will be despatched from this for Bombay on SATURDAY, the 5th November, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceana," 6,510 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 18th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th October, 1904. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. About

"ST. HUGO" 25th Nov.

"SHIMOSA" 18th Dec.

For Freight and further information, apply to DODWELL & CO. LTD., Agents.

Hongkong, 9th August, 1904. [877]

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer SIMLA FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo—

From London, &c., ex.s.s. Macedonia. From Persian Gulf ex.s.s. B.I.S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., To-day, the 21st inst.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st October, 1904. [11]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

SEGOVIA,

Captain Schönfeld, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary is given before To-day, the 21st inst.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st October, 1904. [2492]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

A MEMNON, are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 28th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st April, 1897. [10-11]

WHISKIES.

BUCHANAN'S CELEBRATED

BLENDS OF SCOTCH WHISKIES are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the world as the best.

Buchanan Blend \$12.50

Black and White \$16.50

Royal Household \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO., Wine Merchants and General Storeroopers, Queen's Road.

Hongkong, 22nd August, 1904. [205]

RUINART PERE & FILS, REIMS

Established 1719, CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [21]

GRIMAULT & CO.

Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIENNE, 8 Paris

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [1233]

INSURANCES

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [29]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept FIRST CLASS FOREIGN and CHINESE RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE INSURANCE. Prospectsus on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [127]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903.

\$16,898,550.

1. AUTHORIZED CAPITAL... \$3,000,000

SUBSCRIBED CAPITAL..... 2,750,000.

PAID-UP CAPITAL..... 687,500 0 0

II. FIRE FUNDS..... 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO and LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS at current rates.

ALEX. ROSS & CO., Agents.

POST OFFICE NOTICES.

As it is unlikely that any M.M. steamer will leave for Europe before the middle of December, all correspondence for Europe, etc., will be sent on by the first English or German mail.

A mail despatched from London on the 3rd September, via New York was received here on the 23rd inst., per s.s. Korea.

The Empress of India, with the Canadian mail, left Shanghai on Sunday, the 23rd inst., at 8 p.m., and may be expected here to-day.

MAILS WILL CLOSE

FOR	PER	DATE
Macao		
Canton		
Amoy and Manila		
Hainan		
Quang Chow Wan		
EUROPE, &c., India via Tuticorin	Extra (Late Letters 11.00 to 11.30 A.M.)	Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Macao		
Amoy, Manila, Cebu and Iloilo		
Samshui, Shihking, Takking and Wuchow		
Canton		
Hainan and Haiphong		
Kongmou and Kunchuk		
Nantao		
Sanbus		
Macao		
Canton		
Quang Chow Wan, Hoibow, Pakhoi and Haiphong		
Moj, Kobe, Yokohama and Portland (Or.)		
Singapore, Penang and Calcutta		
Shanghai		
Canton		
Nantao		
Sabine		
Kongmou and Kunchuk		
Macao		
Canton		
Manila		
Macao		
Shanghai		
Chefoo and Newchwang		
Nantao		
Sabine		
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Tientsin'...
Kobe

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)

Ningpo and Shanghai
Swatow and Tientsin
Manila

TO-DAY.
Meeting of the Members of the Kowloon Cricket Club, Seamen's Institute, Kowloon, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.
25th October.

ON LONDON.—
Telegraphic Transfer 1/10^t
Bank Bills, on demand 1/10^t
Bank Bills, at 30 days' sight 1/10^t
Bank Bills, at 4 months' sight 1/10^t
Credits, at 4 months' sight 1/10^t
Documentary Bills, 4 months' sight 1/10^t

ON PARIS.—
Bank Bills, on demand 232
Credits, at 4 months' sight 235^t

ON GERMANY.—
On demand 188

ON NEW YORK.—
Bank Bills, on demand 44^t
Credits, 60 days' sight 45^t

ON BOMBAY.—
Telegraphic Transfer 137^t
Bank, on demand 137^t

ON CALCUTTA.—
Telegraphic Transfer 137^t
Bank, on demand 137^t

ON SHANGHAI.—
Bank, at sight 71^t
Private, 30 days' sight 72^t

ON YOKOHAMA.—On demand 90^t

ON MANILA.—On demand—Pesos—89^t

ON SINGAPORE.—On demand—1/10^t p.c. pm

ON BATAVIA.—On demand 111^t

ON HAIPHONG.—On demand 12^t p.c. pm

ON SAIGON.—On demand 1/10^t p.c. pm

ON BANGKOK.—On demand 62^t

SOVEREIGN, Bank's Buying Rate \$10.75

GOLD LEAF, 100 tins, per tael 585^t

BAR SILVER, per oz. 26^t

OPium. 24th October

Quotations are— Allow net to 1 cent.

Malwa New \$1070 to \$1100 per picul

Malwa Old \$1140 to \$1160 "

Malwa Older \$1230 to \$1250 "

Malwa V. Old \$1270 to \$1300 "

Persian extra fine, \$880 " to " "

Pains New \$1157 to " per chest

Pains Old \$8 " to " "

Banares New \$1110 to " "

Banares Old \$1120 to " "

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. steamer Empress of India arrived at Shanghai at 10.30 p.m. on Saturday, the 22nd Oct., and left again at 8 p.m. on Sunday, the 23rd Oct. for Hongkong, where she is due to arrive at 8 a.m. to-day.

THE AMERICAN MAIL.
The O. & O. steamer Gaelic, from San Francisco to the 1st Oct., via Honolulu, left Yokohama for this port via Kobe, &c., on the 21st Oct., a.m.

The P.M. steamer Siberia, from San Francisco to the 7th Oct., via Honolulu, leaves Yokohama for this port via Kobe, &c., on this morning.

The P.M. steamer Mongolia left San Francisco for this port via Honolulu, &c., on the 13th Oct.

SHIPMEN'S STEAMERS.
The P. & O. steamer Bance is due here about to-day.

The Bucknall Line steamer Beaufort left Shanghai via Foochow for this port on the 22nd Oct., and is expected here to-day.

The Boston Toy Boat Co.'s steamer Lyra left Manila on the 24th Oct., and is due here to-day.

Milkmaid BRAND Milk



Guaranteed
Full Cream.



See this
TRADE MARK
on every
tin.

Largest Sale in the World.

10 LBS.

Hongkong, 25th October

TO LET.

NO. 58, CAINE ROAD, European Residence, consisting of SIX ROOMS, with Veranda, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.

Possession 1st January, 1905.

Apply to— MANAGER, China Merchants S. N. Co.

Hongkong, 15th October, 1904.

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to— SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904.

TO LET.

NO. 6, UPPER MOSQUE TERRACE, European residence; just renovated, painted and colourwashed; immediate possession.

Apply to— G. J. SEQUEIRA, Care of A. R. Mart.

Hongkong, 28th September, 1904.

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 28th March, 1904.

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to— X. Care of Daily Press Office.

Hongkong, 8th September, 1904.

TO LET.

HURNISHED ROOM, with Board, from

TO date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to— O. L. Care of Daily Press Office.

Hongkong, 5th October, 1904.

TO LET.

3RD FLOOR, suitable for Office.

Apply to— WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd June, 1904.

TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also rooms or Offices on the First Floor of same address.

Apply to— YEE SANG FAT, Above Address.

Hongkong, 15th October, 1904.

TO LET.

TWO LARGE ROOMS, suitable for Offices, situated on the 2ND FLOOR of New Building, Electric Light and Elevator.

Apply to— A. G. I. S. Care of Daily Press Office.

Hongkong, 22nd September, 1904.

TO LET.

NO. 6, DES VUEUX ROAD (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters.

THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same Floor as that occupied by the China Fire Insurance Co.

Also ONE LARGE ROOM with Veranda and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.

Apply to— H. M. S. H. ESMAIL, 4, Hollywood Road.

Hongkong, 16th August, 1904.

TO LET.

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' Quarters).

Apply to— H. M. S. H. ESMAIL, 4, Hollywood Road.

Hongkong, 16th August, 1904.

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to— J. ULLMANN & CO., 34, Queen's Road.

Hongkong, 29th September, 1904.

TO LET.

BANGOUR (PEAK).

THE BYRNE (PEAK).

ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.

BELLIOS TERRACE, Nos. 11, 13 & 21.

BEACONSFIELD ARCADE, No. 14.

1st Floor, ONE SHOP in BEACONSFIELD ARCADE.

Apply to— LINSTEAD & DAVIS.

Hongkong, 3rd October, 1904.

TO LET.

NO. 1, RIPPON TERRACE (in FLATS).

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

Apply to